Passenger service between Koraput and Bhubaneswar

436. SHRI BHAGABAN MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for not operating the passenger services between Koraput and Bhubaneswar in Orissa;

(b) whether Government propose to introduce an express and a passenger train between these two places in Orissa; and

(c) if so, by when and the steps taken in the matter?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): Due to infrastructural, technical and other constraints including of manpower imposed for granting of safety clearances, there has been delay in operating the passenger service between Koraput and Bhubaneswar.

(b) and (c) It has been decided to introduce Koraput-Rayagada Link Express to Bhubaneswar during 1997-98. There is not proposal at present to introduce a passenger train between Koraput and Bhubaneswar.

Explosions in Frontier Mail, Amritsar

437. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether some persons died and a number of persons were seriously injured following three explosions in the Amritsar bound Frontier Mail at Ghaziabad recently;

(b) if so, what are the details thereof;

(c) what is the outcome of the investigations made into the explosions in the train; and

(d) what action has been taken to strengthen the safety measures in the running trains?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (d) The information is being collected and will be laid on the table of the Sabha.

Late running of Dakshin Express

438. SHRI YERRA NARAYANASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Dakshin Express is usually late on arrival in Visakhapatnam from Delhi;

(b) whether it is a fact that proper scheduling has not been done to reduce the travelling time; and

(c) what steps are proposed to improve the functioning of Dakshin Express plying between Delhi and Visakhapatnam?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) The punctuality of 8562 Visakhapatnam Link Express ex. Nizamuddin to Visakhapatnam has not been satisfactory and the train has reached late at Visakhapatnam on a number of occasions on account of various reasons such as accidents, agitations, alarm chain pulling, equipment failure, law and order situation and bad weather.

(b) No, Sir.

(c) All out efforts including intensive chasing and round the clock monitoring at different levels are being undertaken regularly. In addition punctuality drives are also being launched.

रेल दुर्घटनाओं की संख्या

439. **श्री राम जेठमलानी:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सत्य है कि वर्ष 1996-97 के दौरान रेल दुर्घटनाओं की संख्या 398 तक पहुंच गई थी;

(ख) यदि नहीं, तो सही संख्या क्या थी तथा वर्ष 1997-98 के अक्तूबर माह तक कुल कितनी रेल दुर्घटनाएं हुई हैं;

(ग) क्या यह सत्य है कि इन सभी दुर्घटनाओं की जांच करायी गयी है; और

(घ) यदि हां, तो सरकार को अभी तक दुर्घटना के बारे में कितनी जांच रिपोर्ट प्राप्त हो चुकी है और इन रिपोर्टों के अनुसार ऐसी प्रत्येक दुर्घटना के लिए क्या कारण उत्तरदायी हैं?

रेल मंत्री (श्री राम विलास पासवान): (क) जी नहीं।

(ख) 1996-97 और अप्रैल से अक्तूबर, 1997 के दौरान परिणामी गाड़ी दुर्घटनाओं की संख्या क्रमशः 291 और 243 थी।

(ग) और (घ) जी हां। प्रत्येक दुर्घटना की जांच की जाती है। अनंतिम सूचना के अनुसार, 1996-97 के दौरान 381 दुर्घटनाओं में से 254 दुर्घटनाएं रेल कर्मचारियों की विफलता के कारण हुई थीं, 65 दुर्घटनाएं रेल कर्मचारियों के अलावा व्यक्तियों की विफलता के कारण हुई, 34 दुर्घटनाएं उपस्कर की खराबी के कारण हुई, 12 दुर्घटनाएं तोड़-फोड़ के कारण हुई तथा बाकी दुर्घटनाएं अन्य कारणों के कारण हुई थीं।

Recovery of Railway Assets

440. SHRI AMAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) what is the approximate acres of railway land in the States of Uttar Pradesh, Haryana, Punjab and Union Territory of Delhi, which is under the unauthorised occupation of public; and

(b) what steps have been taken during the last two years to recover that land and with what results?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Information about area of railway land under encroachment is not maintained State-wise but Zonal Railway-wise as Railway zones span over more than one state. The details are as follows:—

(in hect.)

Railway	Area under encroachment
Central	64
Eastern	85
Northern	900
North Eastern	115
Northeast Frontier	304
Southern	83
South Central	84
South Eastern	715
Western	107
TOTAL	2457

(b) Removal of encroachments on Railway land is a continous process. Regular inspections are done by the Railway officials to prevent fresh encroachments. New encroachments are removed as soon as they are noticed. Regarding old encroachments, action is taken to remove them under Public Premises (Eviction of Unauthorised Occupants) Act, 1971 with the help of Civil Police.

The prevent encroachment on Railway land, construction of boundary wall and fencing in the vulnerable sections are undertaken. Planting of suitable trees/ shrubs including quick growing thorny trees is also done. The number of overall encroachments have not increased in the last 2 years, as a result of these steps.

Details of Rail accidents during past six months

441. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail accidents, derailments etc. during the past six months till 1st November, 1997;

(b) the estimated loss suffered as a result thereof and the reasons of accidents;

(c) whether Government have formulated any action plan to avoid accidents and to fix responsibility;

(d) if so, the details thereof; and

(e) the total amount of compensation paid to the victims of rail accidents in the past six months?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a)